

Constantine Republican

VOLUME I.

CONSTANTINE, ST. JOSEPH CO. MICHIGAN, OCTOBER 12, 1836.

NUMBER 15.

CONSTANTINE REPUBLICAN,

PUBLISHED BY

MUNGER & COWDEY,

Every Wednesday Morning, at the stand formerly occupied by Maj. J. J. Ullman, corner of Canis and Water streets.

Terms—Two dollars per annum in advance, two dollars and fifty cents within the year, or three dollars at the expiration of the year. Advertising at the usual rates.

CARRIAGE MAKING.



WM. REID, D.D., would respectfully inform the citizens of Constantine and St. Joseph county, that they still carry on the CARRIAGE and WAGON MAKING business at their old stand, where they will be happy to attend to all calls in their line. They have the best of workmen in their employ, and feel assured that they can and do turn out as good work as any other establishment of the kind in the western country.

STAGE COACHES repaired on short notice. Repairing done cheap for cash and on short notice. Their shop is No. 2, Mechanics Row, Second street Constantine.

TEA, COFFEE, ALL-SPICE, PEPPER, GINGER, SALARATUS etc. etc., kept constantly on hand and for sale by A. E. MASSEY & CO., No. 10, Water-st.

June 29, 1836.

GLOVES.—An assortment of Ladies' and Gentlemen's GLOVES. Call and examine for yourselves. W. T. HOUSE & CO., No. 7, Water street.

Constantine, June 29, 1836.

AXES.—SIMMONS' CAST STEEL AXES of approved patterns for sale by JOHN S. BARRY.

June 30, 1836.

BOOTS & SHOES.—A large assortment, comprising Men's Course Boots, Shoes, and Brogue, Ladies' Morocco, Prunella and Kid Boots and Shoes. Those wishing to purchase will find it to their advantage to call and examine the stock now on hand at the Store of A. E. MASSEY & CO., No. 10, South side Water-st., Constantine.

June 29, 1836.

LIMA AND CONSTANTINE STAGE LINE, will commence running regularly for the season, leaving LIMA on Friday the 15th inst. and CONSTANTINE on Saturday the 16th inst. via WHITE PIGEON. The regular days of running will be, leaving Lima on Mondays, Wednesdays, and Fridays; and Constantine on Tuesdays, Thursdays, and Saturdays, at 8 o'clock, A. M. each day. Also, from LIMA to SHERMAN, and running in connection with the Chicago Stage Line.

For seats apply to the Stage Office at Lima or Constantine.

WILLIAM M. CARY, Proprietor.

Lima, July 13, 1836.

NEW BOOKS BY CANAL, at STEEL'S Bookstore. Holland's life of Van Duren, Maltebrun's Geography, Parley's do, Church Psalmody, Batterman's Greek Grammar, Watts and select Hymns, Porter's Analysis, Donagan's Lexington, 2d book of History, Testaments, Greek Testaments, Playfair's Euclid, Adams' Arithmetic, Quarto Bible, Comic Sketch Book, Allen's life of Scott, Potts Arithmetic. Together with a large lot of Miscellaneous Books, for sale wholesale and retail, at New-York prices.

O. G. STEELE, 214 Main st.

Buffalo, June 20, 1836.

HARDWARE AND CUTLERY. A general assortment for sale by W. T. HOUSE & CO., No. 7, Water-st.

Constantine, June 29, 1836.

NOTICE.—W. T. HOUSE, would give notice to all those indebted to him, or W. A. & W. T. HOUSE, that his old accounts must be settled up without delay. The Books and Accounts have been put into the hands of T. H. CHARLTON Esq. for settlement. Those having unsettled Accounts or Notes standing will please call on the above named gentleman and settle the same immediately.

W. T. HOUSE.

Constantine, June 29, 1836.

Farmers Look at This. PATENT FANNING MILLS.—P. E. GROVER would inform the citizens of St. Joseph and adjoining counties, that he is now making at his shop, in Constantine, the best and most PATENT FANNING MILLS ever offered for sale in the Western country, of an improved patent, and warranted to do a first rate business. Persons wishing to purchase the above articles are invited to call and examine them as he will have them constantly on hand.

P. E. GROVER.

Constantine, June 29, 1836.

LOOKING GLASSES.—The subscriber offers for sale an extensive assortment. W. T. HOUSE & CO., No. 7, Water street.

Constantine, June 29, 1836.

CABINET MAKING.—CHRISTIAN KUCH would respectfully inform the citizens of Constantine and its vicinity, that he has commenced the CABINET MAKING business, in all the various branches. He would be happy to attend to all orders in his line, and to have to assure the public that his work shall be turned out in a manner inferior to none in Michigan, in point of elegance of style and durability.

W. T. HOUSE & CO.

Constantine, June 29, 1836.

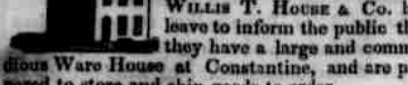
BUREAUS, SECRETARIES, SIDEBOARDS, SOFAS, COUCHES, BOOK CASES, WARDROBE, PIER CENTRE, CARD and TOILET TABLES, LADIES' WORK TABLES and STANDS, MUSIC STOOLS, etc. etc.

made to order on short notice, and of as good materials as can be found in Michigan. His shop is on Canis street, two doors from the corner of Water and Canis streets.

Constantine, June 29, 1836.

STORAGE, FORWARDING & COMMISSION BUSINESS.

WILLIS T. HOUSE & CO. big leave to inform the public that they have a large and commodious Ware House at Constantine, and are prepared to store and ship goods to order.



Owning one half of the Keel Boat CONSTANTINE, they will be prepared to ship to any Ports on Lake Michigan, Lake Erie or Lake Ontario, as the owners of freight may choose.

Constantine, June 29, 1836.

11f

VALUABLE SCHOOL BOOKS.—THE AMERICAN CLASS READER, containing a series of lessons in Reading; Introductory Exercises in Articulation, Inflection, Emphasis, and the other essential elements of correct natural Elocution; designed for Academies and common Schools. By GEORGE WILSON, formerly Principal of the Canandaigua Academy, and late Principal of the Livingston Co. High School.

The design of the American Class-reader, is to teach scholars to read. It is not sufficient for this purpose, that a book be instructive and entertaining, and the selections chaste and classical in point of diction; it should be also properly adapted to exercise the reader in all the varied tones, inflections, and other requisites that belong to correct elocution.

Four lessons are inserted without punctuation. These will furnish tests of the degree of intelligence, and of attention to the sense, with which the pupil reads. They may also be used in teaching punctuation, and the use of capitals.

A considerable number of lessons have been selected from the Bible. Apart from the importance and value of its divine instructions, the Sacred Scriptures abound in passages unrivalled in natural impressive eloquence, and admirably adapted to the purpose of improvement in elocution. In what is called rhetorical dialogue, selections can no where else be found at all comparable.

A PRACTICAL AND THEORETICAL SYSTEM OF ARITHMETIC, containing several new methods of operation, and a new system of Proportion; with Theoretical explanations of all the principal rules. Also, a treatise on Mensuration, and a brief practical system of Book-keeping. By the author of the American Class Reader.

[This system of Arithmetic is designed for the more advanced pupils in common Schools and Academies. It does not attempt to combine mental arithmetic with the use of the slate, nor to unite in one book a treatise for children of six, and for youths of sixteen years old. In mental arithmetic, every thing that could be desired, has been done by Colburn whose admirable little work is now so generally used and highly appreciated throughout the United States.]

CANANDAIGUA, JULY 1, 1836.

Mr. Morse: Sir—Having carefully examined "The American Class-Reader," by GEORGE WILSON, I hesitate not to express my opinion decidedly in its favor; because I deem it a work chaste in its selections, classical in point of diction, and admirably calculated to assist youth in becoming correct readers. I hope that it will be universally adopted in our schools.

I have also examined your "Practical and Theoretical Arithmetic," by the same author, containing several new methods of operation, and a new system of proportion; and I hesitate not to say, that it is the best work I have seen of the kind.

DANIEL GIBBS, Teacher of the Select School, Vienna, N. Y.

June 18, 1836.

Copy of a letter from the Rev. L. S. Spencer, formerly Principal of the Canandaigua Academy.

BROOKLYN, May 19, 1836.

Mr. Morse: Sir—I have very carefully examined "The American Class-Reader," by GEORGE WILSON, and I have no hesitation in expressing my opinion of its excellence. I consider it the best work, for the purpose for which it was designed, that I have ever seen. I am confident it will be found eminently beneficial both to Teachers and Pupils; and cannot but desire its immediate adoption in our Academies and Schools.

L. S. SPENCER.

[The above works are published, and for sale Wholesale & Retail, at the Detroit Bookstore, by L. L. MORSE.

August 4, 1836.

11f

FIRE! FIRE!! FIRE!!!—PROTECTION INSURANCE COMPANY. G. K. CANINE, of Niles, agent of the Protective Insurance Company of Hartford, Ct., offers to insure Houses, Stores, Mills, Factories, Barns, and the contents of each, together with every other similar species of property, against loss or damage by FIRE. The rates of Premium offered, are as low as those of any other similar institution, and every man has now an opportunity for a trifling sum, to protect himself against the ravages of this destructive element, which often, in a single hour, sweeps away the earnings of many years.

He will insure buildings, &c. in CONSTANTINE, as well as those of all other towns in Western Michigan.

The course the office pursues in transacting their business, and in the adjusting and payment of losses, is prompt and liberal. For terms of Insurance, application may be made to the above named Agent, who is authorized to issue Policies to applicants without delay.

Niles, Aug. 2, 1836.

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JUST RECEIVED, at the Detroit Bookstore, the following works: Allen Prescott, Winters in the West, Outre-Mer, Bashful Irishman, the Yemassee, the Cavaliers of Virginia, Colorado's Table Talk, Life of Samuel Dror, Mother's Hints, &c. &c. June, 1836.

JUST RECEIVED per boat Constantine, 4 doz. Pitch Forks; 2 doz. Sythe Snaths; 1 doz. Cradles and Sythes ready for use; 4 doz. Grass Sythes; 2 doz. Cradle do. For sale by W. T. HOUSE & CO.

Constantine, August 3.

MEAT MARKETS at Constantine and Niles. We shall keep constantly on hand and for sale at each of the above named places, Fresh and salted meat of the best quality.

SANDBORN, LADD, & CO.

We will also pay the highest cash price for good beef cattle.

21f

NEW RELIGIOUS WORKS.—Received this week at the Michigan Bookstore, and Stationers' Hall.

Gathered Fragments, by Rev. John Clark, author of Walk about Zion. Pastor's Testimony, &c. The Mourner's Book.

SNOW & FISK.

Detroit, August 31, 1836.

THE LOVED ONE THAT SLEEPS FAR AWAY.

BY MRS. CRAWFORD.

When the golden sun sinks to his rest, And the night breeze around us is springing; When the white tombs in moonlight are drest, And the sweet bird of sorrow is singing; Sad fancy beguiles me to stray, To the loved one, that sleeps far away.

No friend ever wept o'er the sod, Where thine ashes, my brother! are lying; No footsteps of kindred have trod On the green sward that pillow'd thee dying; Nor holy lips prayed o'er the clay Of the loved one, that sleeps far away.

Albion! thou field of the dead! Dark, dark is the page of thy story; More tears at thy shrine have been shed, Than were washed the red laurels of glory! They were martyrs that fell on that day, With the loved one, that slept far away.

They dug him a grave—his own band— And slowly and tenderly bore him, As if in woman's soft hands; And the tears of the heroes fell o'er him, As they laid the last sod on the clay Of the loved one, that slept far away.

Oh! when I last stood in the room, Where his sweet voice so often had sounded, And saw the bright sunshine illumine Those woods, where in boyhood he bounded, I wept, though all faces looked gay, For the loved one, that slept far away.

For freshly he roams to my view,— Our beautiful, brave, and light-hearted; With those smiles that a talisman threw Over ships, that now are departed— Fond bosoms, since gone to decay, Like the loved one, that sleeps far away.

From the Knickerbocker.

THE ESCAPE: A TALE OF THE SEA.

BY THE AUTHOR OF "JACK MANFRED'S YARN."

'List ye landmen all to me!'

The morning broke hazily upon the Atlantic, with a fresh breeze from the eastward, attended by frequent squalls of light rain.

The sea had assumed that dead lead-color which always attests the absence of the sun; and a dark curtain of clouds, that were slowly heaving up to windward, threatened an interval of heavier weather before the close of the day.

About an hundred miles from that part of the coast of South America situated between the Brazil shoals and Cape Frio, a large and beautiful ship was dashing along under a press of canvass. She had the wind abeam, and every thing that the weather would allow was packed on aloft and aloft. On her quarter-deck a group, consisting of the passengers and officers of the ship, had collected to observe a strange sail, which, since daylight, had been discovered two or three points forward of the beam.

"Give me the glass," said a stout, good-looking middle-aged man, whose countenance betrayed, or more properly indicated, a fondness for glasses, and whose authoritative tone at once christened him skipper. Taking the proffered instrument, he adjusted it at the proper focus, and commenced studying the stranger, whose hull, by the aid of the telescope, was but just visible, as she rose upon the crests of the waves.

"He's edging away for us," muttered Captain Bangum; just got a pull of his weather braces; devilish suspicious-looking craft, too."

"A guineaman, from the coast, perhaps," said Skysail.

"The fellow thinks it's getting too black to windward for all his duck," resumed the captain; "he's reefing his foretop-sail, and we must follow suit."

"Passing the glass to a sailor at his elbow, he took up the trumpet, and looking at the mouth-piece for a moment, applied it to his lips, and gave the order to take in the studding-sails, royals, and flying-jib. When this movement had been executed, Bangum again thundered forth:

"Man the top-gallant clew-lines—clear away the sheets—clew up—man the top-sail reef-tackles and buntlines—clear away the bowlines; round in the braces—settle away the halliards—clew down, haul out the reef-tackles, and up the buntlines—triced up the booms—lay out, and take in the second reef!"

The ever-ready seamen sprang upon the yards, and extending themselves along either extremity, caught up and secured to the spar the canvass contained between the first and second reef-brands. When all three of the top-sails had been reefed, the yards were again mast-headed and trimmed, the top-gallant-sails sheeted home, and the Niagara once more freshened her speed through the water.

In the meantime, the stranger was fast coming down, and so rapidly had he overhauled the Niagara, that those on board of the latter were able to distinguish her build and rig with the naked eye. She was a long, low-clipper-schooner, with spars that seemed much too taut and square for the little hull out of which they rose. Captain Bangum had been watching her for some moments with the utmost interest, when, turning to Skysail, he ordered him to hoist the ensign. "Now," said he, "we'll see what bunting the fellow wears. Ah, there it goes!—the stars and stripes." A rolling billow of smoke rose from the bows of the schooner, and the report of a gun thundered along the breeze.

"Man the weather main-braces—clear away the bowlines—put the helm down—ease off the jib-sheet!" shouted Bangum; and in another moment the Niagara was lying to, with the main-top-sail to the mast.

The skipper again resumed the spy-glass, but scarcely had he raised it to his eye, when, relinquishing it to another, he seized the trumpet, and in a voice that betrayed unusual excitement, he sang out, "Haul aft the jib-sheet—hard up, hard up!"

"Hard up!" answered the man at the

wheel, and the obedient ship fell rapidly off before the wind.

"Lay aft to the braces!" said Bangum; "meet her now, boy."

"She's got the lee helm," was the immediate reply. "Steady as you go—steady so."

"Steady so, Sir," responded the steersman.

The sudden report of a gun told how the stranger received this manoeuvre; and when the smoke rolled off to leeward, the American ensign was no longer at its peak. Before the Niagara had been kept away she was running along with the wind abeam; the stranger was on her weather-bow, and heading so as to near her at each moment, and eventually cut her off; but now the former had assumed the same position with regard to the wind as the latter, and both vessels were running with the breeze sharp on the quarter. There are but few questions asked on board of the Niagara; the unlooked for deviation from her proper course, and the subsequent manoeuvres of the schooner, at once told the real or suspected character of the vessel in chase; and the passengers gathered about the taffrail, regarding with a fearful silence the little object of their fears, that came down clambering and cutting the waves, like some hungry monster of the deep after its retreating prey.

"Gentlemen," said Bangum, "it would be superfluous for me to tell you the character of that vessel; you all know it, and you also know what mercy to expect, if we fall into their hands. A stern chase is a long chase, and as the Niagara sails better with the wind well aft, I have given her her fastest point: we are now heading for the coast of South America, and must keep out of his clutches as long as we can. If Providence does not send us deliverance in the mean time, why, it is even better to perish on the reefs, than die by the knives of yon butchers."

Another gun from the pirate boomed over the water, but the shot fell harmless astern of the Niagara. "Ay, blaze away, you vagabond!" muttered an old veteran, who was assisting in running out of a sternport the only gun on board; "every shot you have, is four fathoms off your log."

"If it were eight hours later, we might be able to give her the slip during the night," said Bangum; "but if we continue to move along at this rate, we shall be high and dry on the coast of Brazil before the sun goes down."

Still the schooner kept overhauling the ship, but his advantage was not now as perceptible as before: every thing held out the prospect of a long chase; but so intently was the stranger bent on gaining her, that he sent aloft and set his light top-gallant-sail, although the wind was blowing a perfect gale, and shortly afterward men were seen on his top-sail-yard, turning out the reefs. As soon as Bangum perceived this, he gave the order to turn both reefs out of the top-sails, and get the starboard fore-topmast-studding-sail ready for setting. In a few moments, an additional quantity of canvass was spread along the booms of the Niagara, and the gallant vessel rushed like some wild leviathan through the rolling sea, dashing aside its angry waters, and leaving broad streaks of boiling foam behind.

"Give him a sound shot, Skysail," said Bangum; "we must try and cripple him, or it's all day with us."

"Ay, ay, Sir," muttered the tar, as he squinted along the sight, and elevated the gun for a long shot: the match was applied, and away sped the iron."

"Well done, old'un!" shouted Skysail, as the splinters flew from the bulwarks of the pirate.

"Try it again my hearty!" continued Bangum; "give him a stand of grape along with it, this time."

The schooner yawed and fired, but again its shot fell harmless alongside of the chase.

"There goes his studding-sail boom," said the mate, as two delicate spars glided out, as if by magic, from either extremity of his top-sail-yard, while in another moment a sheet of light canvass arose and was extended on either side of his bellying top-sail.

The pursuer had gained considerably on the pursued during the last half hour: and Bangum, who stood watching her progress with the eye of an eagle, now got down from the horse-block, and gave the order to get the starboard lower and all the top-gallant-studding-sails.

The seamen exchanged glances in amazement, but it was only for a moment, and the next beheld them spread in different parts of the rigging, making preparation to heap an additional pile of canvass upon the spars of the trembling ship. "Haul taut, rig out, and hoist away!"—but scarcely had the halliards been belayed, when snap! went the booms of the top-gallant and yard of the lower studding-sail. "Lower away—haul down!" shouted Bangum; "make those sails up afresh, point the spars booms, and get them ready for setting again."

The two vessels continued to fly rapidly, towards the coast of Brazil, and the pirate still continued to gain on the chase, although he yawed and fired at an interval of every half hour. Had the Niagara hauled her wind on either tack, she would have soon become the prey of the schooner, as she sailed faster with the wind abeam. Bangum accordingly thought it much better to keep nearly before the breeze, as the pursuer would then have to deviate from his course to bring his gun to bear, and consequently deaden at all intervals his advance, as an escape was now almost hopeless.

The cutlasses and fire-arms were got up on the quarter-deck, and every preparation made

by the passengers and crew of the vessel for a desperate defence. They were in all about twenty fighting men on board of the ship, and judging by the masses that blackened the schooner's deck, she must have had five times that number.

For two hours longer the chase was kept up, and at the expiration of that time, the pirate was within about three quarters of a mile. Bangum had drawn his men up, and exhorted them to stand by him like Americans in the approaching conflict, when he was interrupted by a heavy crash, and the mizen-top-mast, top-gallant-mast, and all, went by the board.

"Axes and knives here!" shouted he, at the top of his voice: "cut, men, cut!—stir yourselves, my livities!—the villain is coming down like a race-horse."

Instantly the lanyards and stays were severed, or carried away, the braces and bowlines unrove, and the wreck floating far astern; but the speed of the Niagara was by this accident considerably lessened, and the schooner, perceiving her advantage, put down her helm, and threw a raking broadside among the rigging and spars of the unfortunate vessel. At this moment the cry of "Breakers!" was heard from the fore-castle, and an exclamation of horror burst from every lip—but one. There was death on every hand, and the forms that peopled the decks of the Niagara stood as mute as statues, enveloped in the silent stupor of despair.

"Where away!" asked Bangum; and the cool self-possession of that voice seemed to mock the dangers by which they were surrounded.

"Right ahead!" replied the look-out, "and on both bows."

"True," mused the commander, bending his eye in the given direction; "you may hear them roar above the howling of the wind and waves, even at this distance."

"Shall I bring her by the wind, Sir?" asked the steersman.

"No!" was the stern and determined reply, and another volley of iron crashed among the spars of the Niagara. So eagerly had the pirate pursued the chase, that the danger ahead remained to him undiscovered. The day was unusually dark and cloudy, and the smoke, rolling to leeward, perhaps screened the reef from his view.

However, he saw it not, and now came rushing down upon the crippled ship, confident in his superiority.

"Ease the helm down!" said Bangum, keeping his eye steadily upon the pursuer; "and now, men, do your duty!" The Niagara yawed, and the flying-jib-boom of the schooner burst through her bulwarks about the mizen-chains.

"Lash him there, my lads!" shouted Bangum, in a voice that was heard above every thing beside; "lash him there!—and if we perish, the blood-hounds shall keep us company. Hard up again!"

The obedient craft once more fell off before the wind, and rushed onward toward the breakers, that roared and foamed not more than a half mile in advance, dragging in her wake the light-built schooner, like some giant spirit of death, urging an ignominious being to the shades of darkness.

A howl of frenzy, that broke from the deck of the corsair, told that they had for the first time become acquainted with the peril that awaited them; and twenty dark forms sprang out upon her bowsprit, armed with axes and knives to free themselves from the hold of the ship.

"Now, my lads, give it to the blood-hounds!" shouted Bangum.

A volley was the reply and every soul without the schooner's cutwater perished: as many more sprang to take their places, but again the fire from the Niagara's quarter deck swept them away like chaff before the wind of Heaven. In the meantime, both vessels were rushing madly towards the reef; they were not a hundred yards from the breakers, and both parties ceased hostilities, to gaze upon the foaming waters and iron rocks that in another moment threatened to dash them into eternity.

Hop had left every bosom; the pirates no longer endeavored to separate themselves from the Niagara, but stood pale and trembling, waiting with horror to pay the last dark forfeit of their lives. Both vessels were now within the influence of the reef; the long heavy rollers, in conjunction with the wind, were driving them rapidly upon the rocks, when the schooner's bowsprit, shrouds, bob-stays, and all gave way; the liberated vessel swung round and struck, while the Niagara forged by the ledge unscathed! The next billow dashed the pirate higher upon the reef where she was hid from view by the roaring and foaming sea, than broke over her devoted hull.

The crash of her falling spars was then heard, and the shrieks and wails of the drowning wretches rose, for one moment above the thunder of the surf; but it was for a moment, and they were lost forever. When the Niagara passed the cluster of rocks upon which the schooner went to pieces, she was hurried along in the very centre of the principal reef, where the eddies and currents rendered her totally unmanageable. She no longer obeyed the helm, but drifted along a disabled thing, at the sport of the winds and waves, the sea roaring the while like thunder round her, and the spray breaking in dense masses over her.

There were ten minutes of appalling anxiety, during which every one expected to feel her strike against the rocks; yet for ten minutes more she continued to drift through them in safety. The centre and principal ledge was passed, and she began to fall off before the wind. A beam of

hope lighted the countenance of Bangum. He sprang upon the bulwarks, and cast one quick, searching glance at the sea around him.

"Starboard a little!" cried he.

"Starboard a little," answered the man at the wheel.

"Steady so, meet her."

"Meet her it is, Sir," was the reply.

For five minutes more she flew through the intricacies of the reef, without deviation. "Port! port!—give her the port helm, quick!" shouted Bangum.

"She's got it all, Sir!" was the response; and the gallant ship glided by the last rock that threatened her destruction, and passed safely into the still water between the reef and the main.

R. B.

Brief hints for Autumn work—Select seed wheat from that which grew in the most productive parts of the field—endeavor to obtain the largest seed and sow none other—this, if practiced in yearly succession, will greatly improve the variety.

Sow none but clean seed—for farmers may as well raise wheat as to raise weeds. Chaff may be separated from seed wheat by a good fanning mill. It may also be used by brine—if the brine is too strong so that good plump wheat will not sink in it, dilute it with water until it will; and the chaff and light imperfect grains will float, and may be skimmed off. Then empty the wheat into a basket set on a tub or barrel, and the brine will run through into it for further use. Both these methods for cleaning wheat may be combined to advantage.

Picking the largest heads by hand is a slow but very thorough way, and more particularly beneficial where crops are sown expressly for seed.

Smut in wheat crops is perpetuated by the dust of the smut adhering to the seed. It may be prevented by steeping the seed twenty-four hours in ley, or a mixture of fresh lime and water made of half a pound of the former to one gallon of the latter. This is a certain prevention. Care should be taken that seed is not rendered foul by putting it in smutty bags, or those where smutty wheat has been kept.

The quantity of wheat sowed to the acre should be from five pecks to two bushels, varying with the time of sowing, and with the size of the grains of seed. Early sown wheat should be in less quantity than late; and wheat with small grains should be in less quantity than large, because there are more of them to a bushel.

Wheat sown about the time or after the first frost, will escape in a great measure the Hessian fly. Where the fly is not destructive it should be sown early.

Furrow drains should be cut by passing the plough three or four times through the same furrow, and they should be made through all low parts of the field. They should be well cleared of loose earth by means of a shovel or hoe, so as to admit the surface water in wet seasons to run freely off.

Corn should always be cut up, that is, cut off near the surface of the ground, and not topped, or cut off above the ears. The former is more expeditious, it saves twice as much fodder,